

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(26) Baldwin-Washington Counties OFFICE Preconstruction
P.I. No. 222280
DATE February 8, 1993

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Robert E. Humphrey
Herman Griffin
David Studstill
Roland Hinners
Darrell Elwell
George Boulineau
Paul Liles
Marion Waters
Charles Norris

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(26) Baldwin-Washington Counties OFFICE Preconstruction
P.I. No. 222280
DATE January 22, 1993

FROM Hoyt D. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of SR 24 from CR 186 in Baldwin County to SR 68 in Washington County. The existing roadway is two and three lanes. The existing major structures are:

- | | | |
|-----------------------------------|----------|-------------------------|
| (1) Town Creek bridge | 241'x28' | sufficiency rating 73.3 |
| (2) Gumm Creek bridge | 81'x28' | sufficiency rating 66.6 |
| (3) Bluff Creek bridge | 84'x28' | sufficiency rating 77.5 |
| (4) Big Branch bridge | 42'x44' | sufficiency rating 83.7 |
| (5) Buffalo Creek Overflow bridge | 102'x28' | sufficiency rating 48.7 |
| (6) Buffalo Creek bridge | 572'x28' | sufficiency rating 48.7 |

The posted speed and the design speed is 55 MPH. The base year traffic (1996) is 4,650 VPD and the design year traffic (2016) is 7,550 VPD.

The proposed widening will provide 2 lanes in each direction separated by a 44' median. The proposed major structures are as follows:

- (1) Widen Town Creek bridge and construct a new bridge
- (2) Widen Gumm Creek bridge and construct a new bridge
- (3) Widen Bluff Creek bridge and construct a new bridge
- (4) Retain Big Branch bridge and construct a new bridge
- (5) Remove and replace Buffalo Creek Overflow bridge
- (6) Remove and replace Buffalo Creek bridge

In addition an existing 6.5% vertical grade will be corrected to 4.5% from west of CR 289 to east of CR 6. Traffic will be maintained on the existing roadway.

Environmental concerns include requiring a COE 404 permit; an EA with a 4f will be prepared; 8 possible UST's exist; 36 displacements - 26 residences, 7 mobile homes, 3 commercial; a public hearing will be offered; time saving procedures are not appropriate.

Wayne Shackelford

Page 2

January 22, 1993

FLF-540(26) Baldwin-Washington Counties

The estimated costs for this project are:

| | <u>PROPOSED</u> | <u>APPROVED</u> | <u>PROG. DATE</u> |
|------------------|-----------------|-----------------|-------------------|
| Constr(Infl&E/C) | \$22,362,010 | \$15,325,000 | Preprogram |
| Rights-of-way | \$4,443,000 | | 1996 |
| Utilities | *\$207,000 | | |

*LGPA anticipated

This project is a part of the Governor's Road Improvement Program.
I recommend this project concept be approved and that it be removed
from Preprogram Status and added to the Construction Work Program.

HJL/TMR/se

Attachment

CONCUR:



G. C. Lewis, State Highway Engineer

APPROVED:



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
DEC 30 1992

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540 (26) Baldwin-Washington Counties OFFICE Atlanta, Georgia
P.I. No. 222280
SR 24 Improvements 16.5 Miles DATE December 29, 1992

FROM Robert E. Humphrey, Project Review Engineer *REH*

TO Hoyt J. Lively, Jr., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project and have the following comments:

Traffic, current and projected on cost estimate differs from that in report.

Report should indicate project status as CA or Exempt.

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

Bridge Design
Traffic and Safety
District Engineer
Road Design

This report is satisfactory for approval subject to the above comments.

The estimated costs of this project are as follows:

| | |
|----------------------------------|--------------|
| Construction | \$19,338,000 |
| Inflation (5% per year) x 2 yrs. | 1,933,800 |
| E & C (10%) | 2,127,000 |
| Preliminary Engineering (5%) | 967,000 |
| Right of Way | 4,443,000 |
| Utilities | 207,000 |

BDM/jmf

Attachments

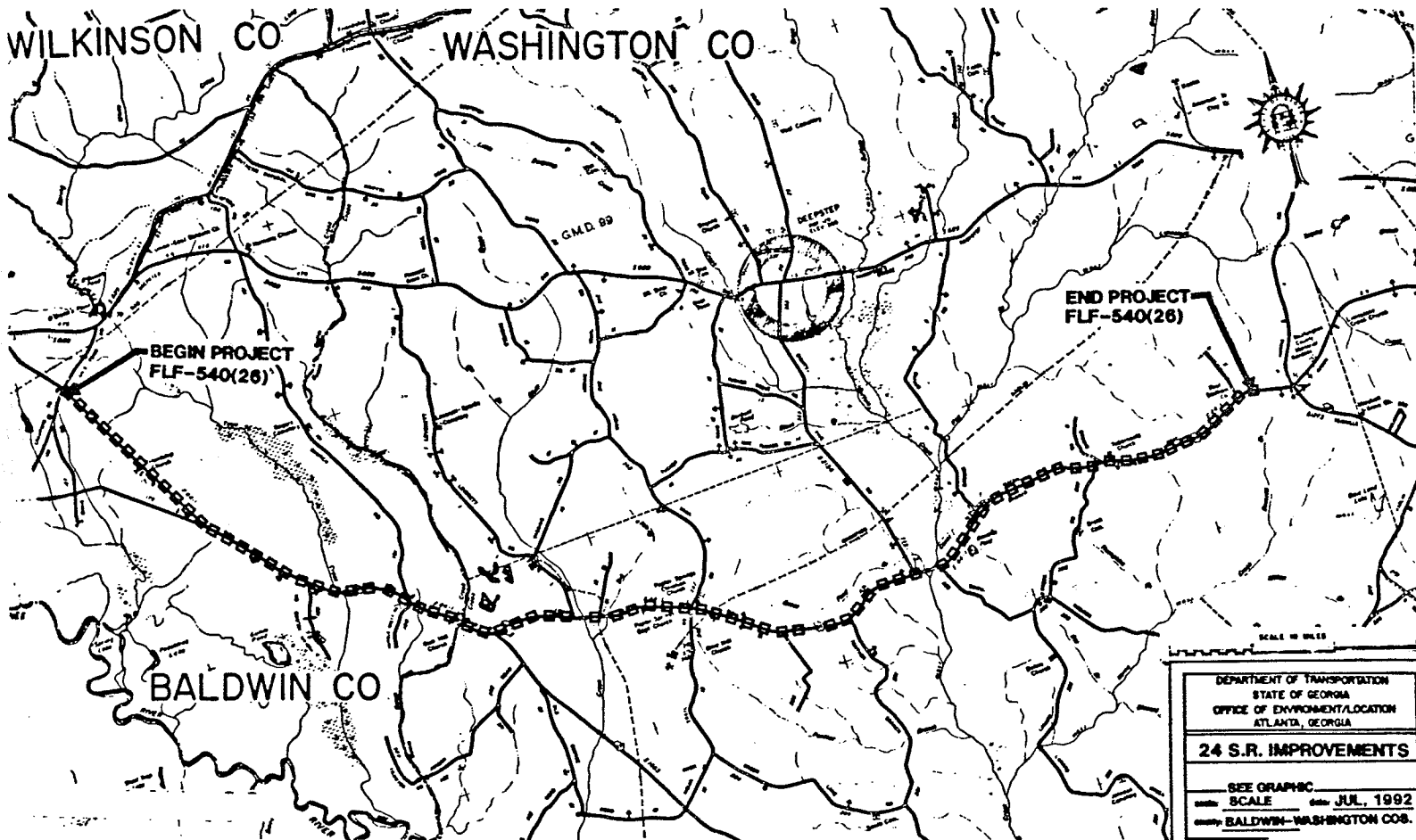
c: David Studstill

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: FLF-540-(26)
County: BALDWIN/WASHINGTON
P.I. Number: 222280
Federal Route Number: F-44-1
State Route Number: 24



RECOMMENDATION FOR APPROVAL:

10/15/92
DATE

Oil 3 Hattell
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

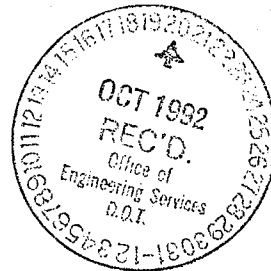
STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE

DISTRICT ENGINEER/TENNILLE

INTERDEPARTMENT CORRESPONDENCE

cc: C. Wayne Hutto
Paul Liles
Roland Hinners
Ronald Colvin
Edwin Thompson/Tennille

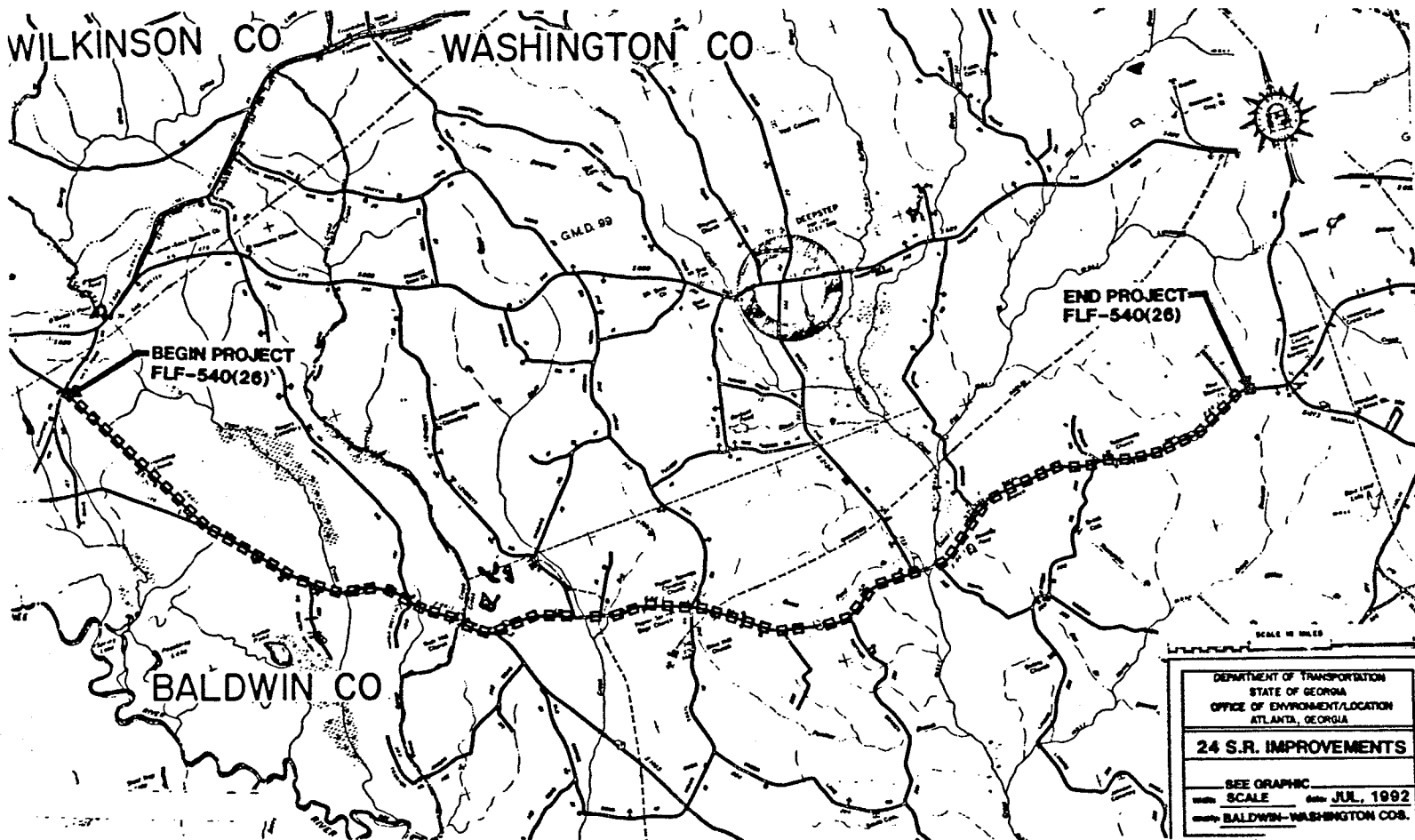


OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: FLF-540-(26)
County: BALDWIN/WASHINGTON
P.I. Number: 222280
Federal Route Number: F-44-1
State Route Number: 24



RECOMMENDATION FOR APPROVAL:

10/15/92
DATE

DATE

DATE

11/4/92
DATE

DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

STATE ROAD AND AIRPORT DESIGN ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

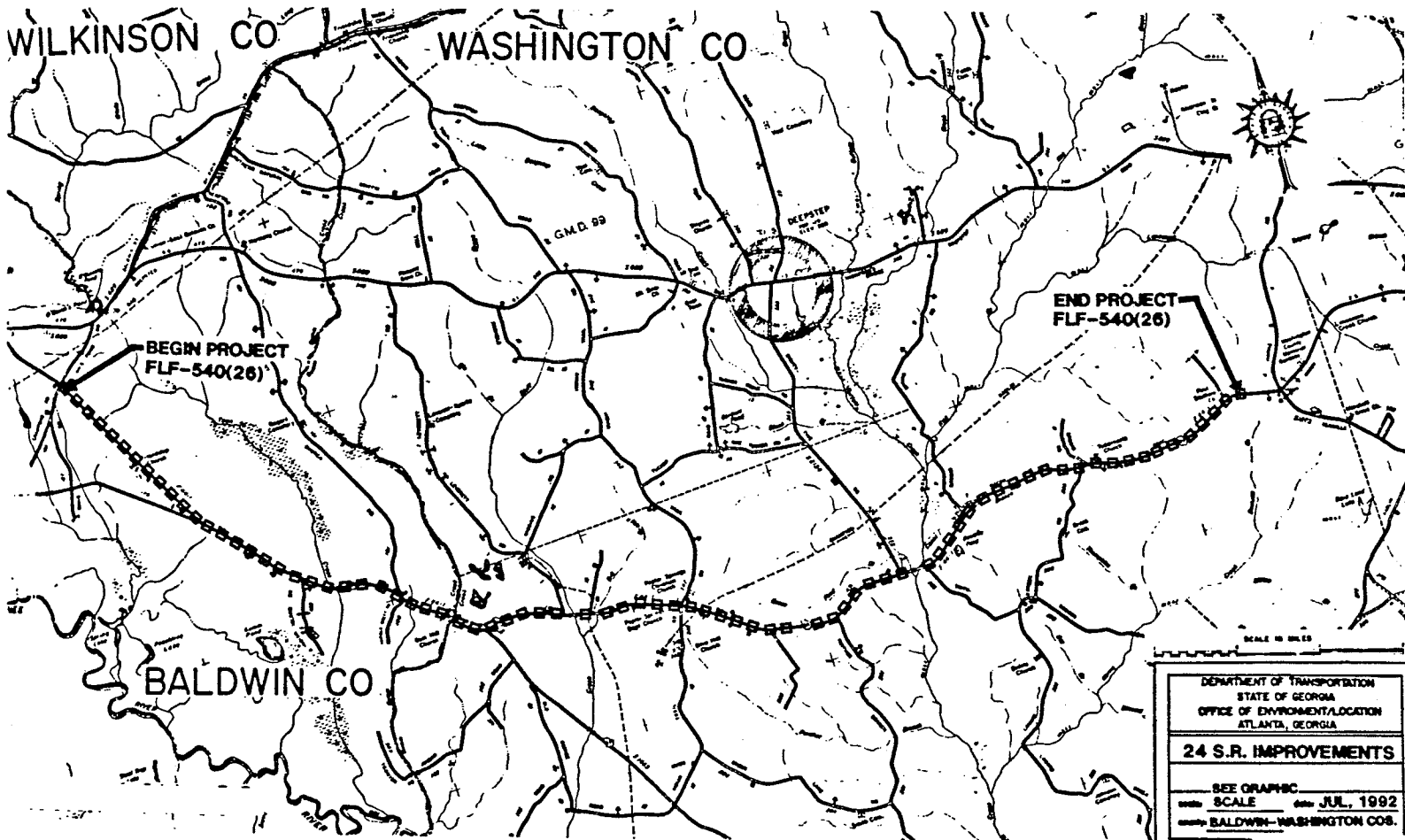
Paul V. Tills Jr.
STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DISTRICT ENGINEER/TENNILLE

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: FLF-540-(26)
County: BALDWIN/WASHINGTON
P.I. Number: 222280
Federal Route Number: F-44-1
State Route Number: 24



RECOMMENDATION FOR APPROVAL:

10/15/92
DATE

10-30-92
DATE

DATE

DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

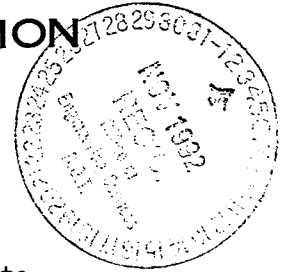
STATE ROAD AND AIRPORT DESIGN ENGINEER
[Signature]
STATE TRAFFIC AND SAFETY ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DISTRICT ENGINEER/TENNILLE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE Project No. FLF-540(26)
Baldwin/Washington Counties
P.I. No. 222280

OFFICE Atlanta

DATE October 29, 1992

FROM *RC* Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review**

We have reviewed the concept report on the above project for the proposed widening of SR 24 from CR 186 in Baldwin Co. to SR 68 in Washington Co. The existing two lane roadway with some three lane sections will be widened to a four lane section with a 44 ft. grass median. We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this concept satisfactory for approval.

RC:CKE:sm

Attachment

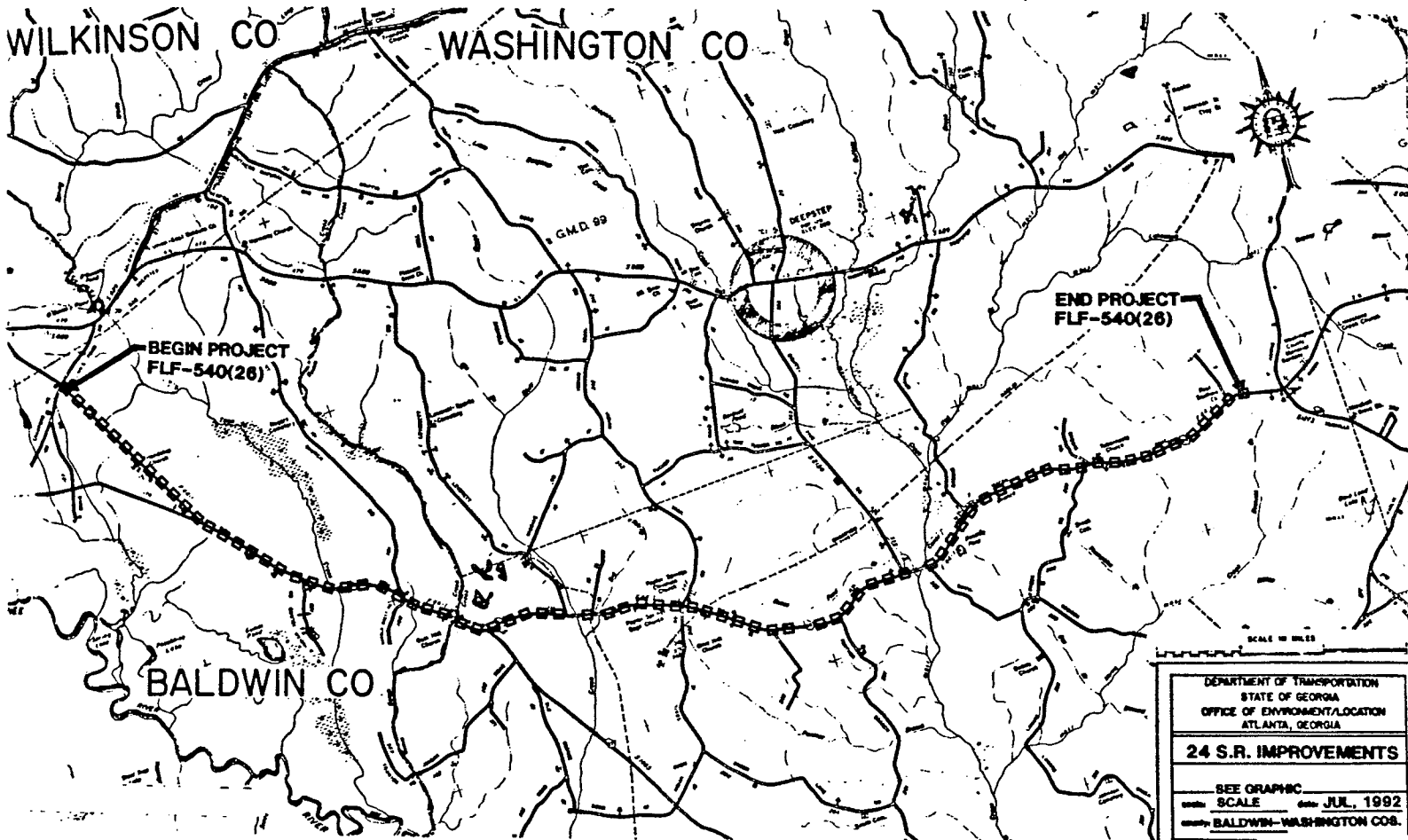
cc: David Studstill
Edwin Thompson

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: FLF-540-(26)
County: BALDWIN/WASHINGTON
P.I. Number: 222280
Federal Route Number: F-44-1
State Route Number: 24



RECOMMENDATION FOR APPROVAL:

10/15/92
DATE

10-27-92
DATE

DATE

DATE

DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

[Signature]
STATE ROAD AND AIRPORT DESIGN ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DISTRICT ENGINEER/TENNILLE

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FLF-540(26) Baldwin/Washington OFFICE Atlanta
P.I. No. 222280
SR 24 DATE Oct. 27, 1992
FROM *Roland Hinners*
Roland Hinners, State Road & Airport Design Engineer
TO Robert Humphrey, Project Review engineer
SUBJECT Concept Report

The attached concept report has been reviewed and is considered satisfactory except as noted below:

1. Under preliminary cost estimate for the 12.19 miles section sheet 2 of 4 - C.2. bridge stream crossing - Bluff Creek is not listed. Is the Bluff Creek bridge widening and new parallel bridge included in the \$2,962,867?
2. Typical sections - a range for median slopes should be specified 6:1 normal, 4:1 maximum, and 8:1 minimum. This will facilitate median ditch design coming off crest vertical curves and in vertical sags.

A signed cover sheet is attached.

RH:JPB:bc
Attachment

xc: David Studstill
Ron Colvin
Paul Liles
Edwin Thompson

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540 (26) Baldwin/Washington OFFICE Tennille, Georgia
P.I. No. 222280
DATE October 22, 1992

FROM *ELT* Edwin L. Thompson, District Engineer

TO Robert Humphrey, Project Review Engineer

SUBJECT CONCEPT REPORT

Personnel from this office have reviewed the concept report on referenced project and consider it satisfactory. A signed cover sheet is attached for your further handling.

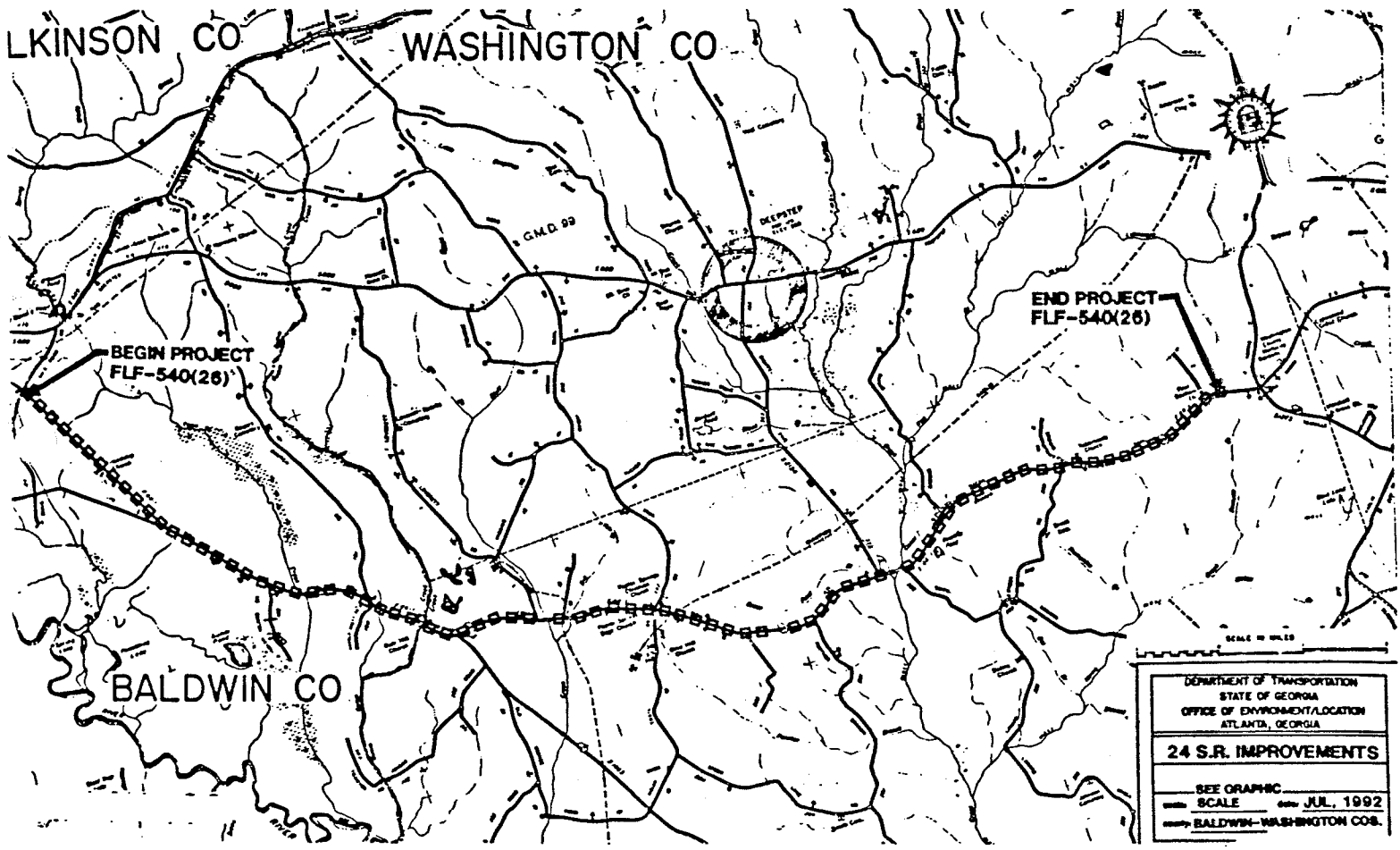
CWN:DOG:meg
Attachment

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: FLF-540-(26)
County: BALDWIN/WASHINGTON
P.I. Number: 222280
Federal Route Number: F-44-1
State Route Number: 24



RECOMMENDATION FOR APPROVAL:

10/15/92
DATE

0.13, 11/1/92
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE

Echmi Thompson
DISTRICT ENGINEER/TENNILLE

FLF-540(26),BALDWIN/WASHINGTON COUNTIES

P.I. NO.222280

PROJECT DESCRIPTION

PROJECT FLF-540(26) BALDWIN/WASHINGTON COUNTIES IS PROPOSED TO IMPROVE S.R. 24 AS PART OF THE FALL LINE FREEWAY FROM C.R. 186 IN BALDWIN COUNTY TO S.R. 68 IN WASHINGTON COUNTY. S.R. 24 IS PLANNED TO BE WIDENED TO 4 LANES WITH A 44 FOOT GRASSED MEDIAN. FROM THE BEGINNING OF THE PROJECT TO C.R. 342, THE PROPOSED WIDENING WOULD BE ON THE NORTH SIDE OF THE EXISTING PAVEMENT. AT THAT POINT, WIDENING WOULD TRANSITION TO THE SOUTH AND CONTINUE TO C.R. 291 WHERE THE WIDENING WOULD SHIFT BACK TO THE NORTH TO APPROXIMATELY 2800 FEET WEST OF C.R. 289. FROM THAT POINT TO APPROXIMATELY 2000 FEET EAST OF C.R. 6, S.R. 24 IS PROPOSED TO BE RELOCATED & REALIGNED TO IMPROVE THE EXISTING VERTICAL ALIGNMENT. FROM 2000 FEET EAST OF C.R. 6 TO 3500 FEET WEST OF C.R. 5, THE PROPOSED IMPROVEMENTS WOULD BE NORTH OF THE EXISTING ROADWAY. AT THAT POINT, THE PROPOSED LANES SHIFT TO THE SOUTH SIDE AND CONTINUE EAST TO TIE INTO THE EXISTING FOUR LANE SECTION, 1200 FEET WEST OF S.R. 68. THE TOTAL LENGTH OF THE PROJECT IS APPROXIMATELY 16 MILES.

9/15/92

PROJECT CONCEPT REPORT

DATE: OCTOBER 9, 1992

PROJECT NUMBER: FLF-540(26)

COUNTY: BALDWIN/WASHINGTON

PROJECT NAME: S.R. 24 IMPROVEMENTS

P.I. NUMBER: 222280

U.S. ROUTE NO: F44-1

STATE ROUTE NO: 24

LOCATION

THE PROPOSED PROJECT IMPROVES S.R. 24 AS PART OF THE FALL LINE FREEWAY FROM C.R. 186 IN BALDWIN COUNTY TO S.R. 68 IN WASHINGTON COUNTY.

TRAFFIC

CURRENT

PROJECTED

| <u>YEAR</u> | <u>AADT</u> | <u>YEAR</u> | <u>AADT</u> |
|-------------|-------------|-------------|-------------|
| 1996 | 4650 | 2016 | 7550 |

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR WIDENING & MINOR RELOCATION

RURAL MAJOR ARTERIAL

EXISTING TYPICAL SECTION

RURAL 2 TO 3 LANE ROADWAY ON 100' R/W

| <u>POSTED SPEED</u> | <u>MAX EXIST DEGREE OF CURVE</u> | <u>MAX EXIST GRADE</u> |
|---------------------|----------------------------------|------------------------|
| 55 MPH | 5°- 00' | 6.5 % |

EXISTING MAJOR STRUCTURES

| <u>P. RTG</u> | <u>S. RTG</u> | <u>FEATURES INTERSECTED</u> | <u>LENGTH</u> | <u>WIDTH</u> |
|---------------|---------------|-----------------------------|---------------|--------------|
| 00000 | 73.3 | TOWN CREEK | 241' | 28.0' |
| 00000 | 66.6 | GUMM CREEK | 81' | 28.0' |
| 00000 | 77.5 | BLUFF CREK | 84' | 28.0' |
| 00000 | 83.7 | BIG BRANCH | 42' | 44.0' |
| 02167 | 48.7 | BUFFALO CREEK OVERFLOW | 102' | 28.0' |
| 02166 | 48.7 | BUFFALO CREEK | 572' | 28.0' |

PROJECT NEED: THIS PROJECT IS PART OF THE PROPOSED FALL LINE FREEWAY, WHICH WILL

ULTIMATELY LINK THE CITIES OF COLUMBUS, MACON, AND AUGUSTA WITH A FOUR LANE FREEWAY. THE

PROJECT WILL TIE DIRECTLY INTO THE SANDERSVILLE BYPASS, WHICH WILL HELP ALLEVIATE PASSING

PROBLEMS DUE TO TRUCK TRAFFIC.

PROJECT CONCEPT REPORT

PROJECT NUMBER: FLF-540(26) BALDWIN/WASHINGTON

PROPOSED TYPICAL SECTION

WIDENING - 4 - LANE/44' GRASS MEDIAN ON A MINIMUM 184' R/W

RELOCATION - 4 - LANE/ 44' GRASS MEDIAN ON A MINIMUM 200' R/W

DESIGN SPEED

55 MPH

MAX DEGREE OF CURVE

ALLOWABLE: 5° -15'

PROPOSED: 5° - 00'

MAJOR STRUCTURES

MAX GRADE

ALLOWABLE: 4.5 %

PROPOSED: 4.5 %

- 1) WIDEN THE EXISTING BRIDGE AT TOWN CREEK AND CONSTRUCT A NEW PARALLEL BRIDGE STRUCTURE.
- 2) WIDEN THE EXISTING BRIDGE AT GUMM CREEK AND CONSTRUCT A NEW PARALLEL BRIDGE STRUCTURE.
- 3) WIDEN THE EXISTING BRIDGE AT BLUFF CREEK AND CONSTRUCT A NEW PARALLEL BRIDGE STRUCT.
- 4) THE EXISTING BRIDGE AT BIG BRANCH IS 44'W, CONSTRUCT A NEW PARALLEL BRIDGE STRUCTURE.
- 5) REPLACE EXISTING BRIDGE AT BUFFALO CREEK OVERFLOW & CONSTRUCT A NEW PARALLEL BRIDGE.
- 6) REPLACE EXISTING BRIDGE AT BUFFALO CREEK & CONSTRUCT A NEW PARALLEL BRIDGE

ALL NEW & WIDENED BRIDGES ARE PROPOSED TO HAVE A ROADWAY WIDTH OF 38.0 FEET.

TYPE ACCESS: BY PERMIT

TRAFFIC CONTROL DURING CONSTRUCTION: EXISTING ROADWAY WILL BE UTILIZED.

ESTIMATED COST:

CONSTRUCTION: \$ 18,481,000

RIGHT-OF-WAY: \$ 4,443,000

E&C (10%): 1,848,000

ACQUIRED BY: D.O.T.

INFLATION: 2,084,000

UTILITIES: \$ 207,000

2 YRS @ 5% PER YEAR

ADJUSTED BY: L.G.P.A. ANTICIPATED

TOTAL CONST. COST: \$ 22,413,000

DISPLACEMENTS: 26 RESIDENCES, 7 MOBILE HOMES, 3 BUSINESSES, MISCELLANEOUS- BARNs, STORAGE BUILDINGS, GRAIN SILOS, FENCING AND SIGNS.

PROJECT CONCEPT REPORT

PROJECT NUMBER: FLF-540(26)BALDWIN/WASHINGTON

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT WITH A 4F.

LEVEL OF PUBLIC INVOLVEMENT: A PUBLIC HEARING WILL BE SCHEDULED

TIME SAVING PROCEDURES APPROPRIATE: NO

DESIGN VARIATIONS REQUIRED: NONE

OTHER PROJECTS IN AREA: FLF-540(25) WASHINGTON/JEFFERSON COS. P.I.# 222290,
NH-004-2(29) BALDWIN CO., P.I.# 222180.

CONCEPT TEAM MEETING DATE: AUGUST 27,1992

PERMITS REQUIRED (COE 404, etc.): COE 404 - APPROXIMATELY 11 ACRES OF WETLAND.

UNDERGROUND STORAGE TANKS: 8 POSSIBLE SITES ALONG PROJECT CORRIDOR.

HAZARDOUS WASTE SITES: NONE NOTED

OTHER ALTERNATES CONSIDERED: AN ALTERNATE WAS CONSIDERED USING A RURAL 4 LANE/ 14' FLUSH
MEDIAN TYPICAL SECTION, BUT WAS RULED OUT BECAUSE OF THE EXISTING 4 LANE/44' MEDIAN ON
THE SANDERSVILLE BYPASS. ALSO, ON THE WEST END PROPOSED PROJECT EDS-540(22) IS PROPOSING
A 4 LANE/44' MEDIAN.

COMMENTS: NONE

ATTACHMENTS: COST ESTIMATES

STRIP MAP

TYPICAL SECTIONS

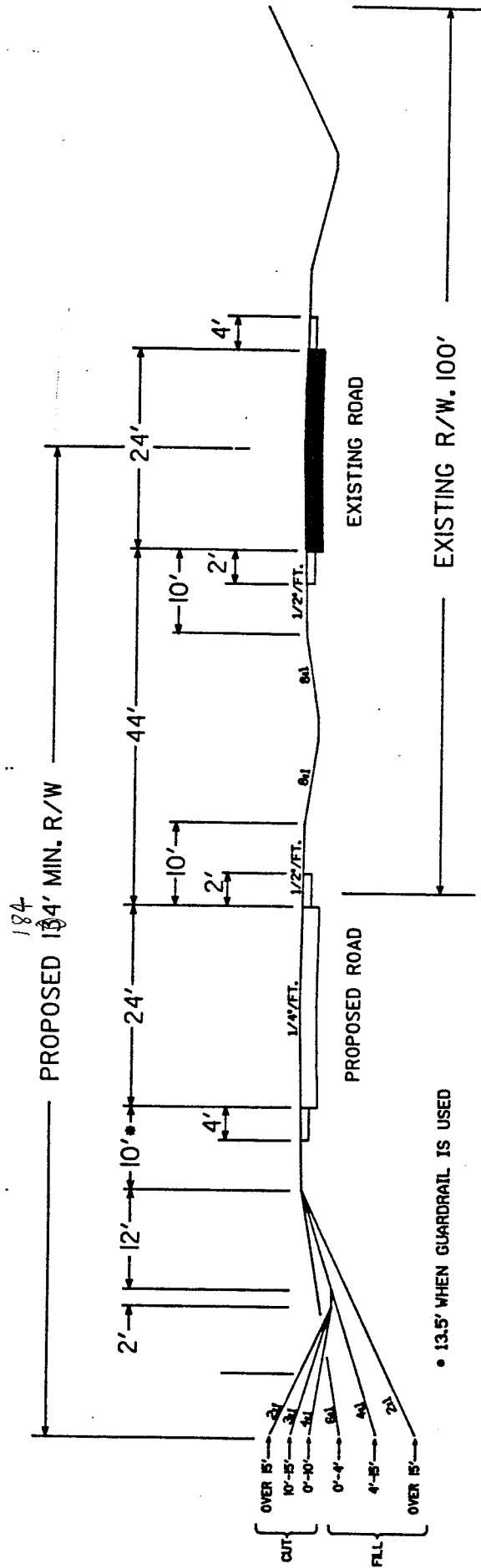
TEAM MEETING MINUTES

STON CO

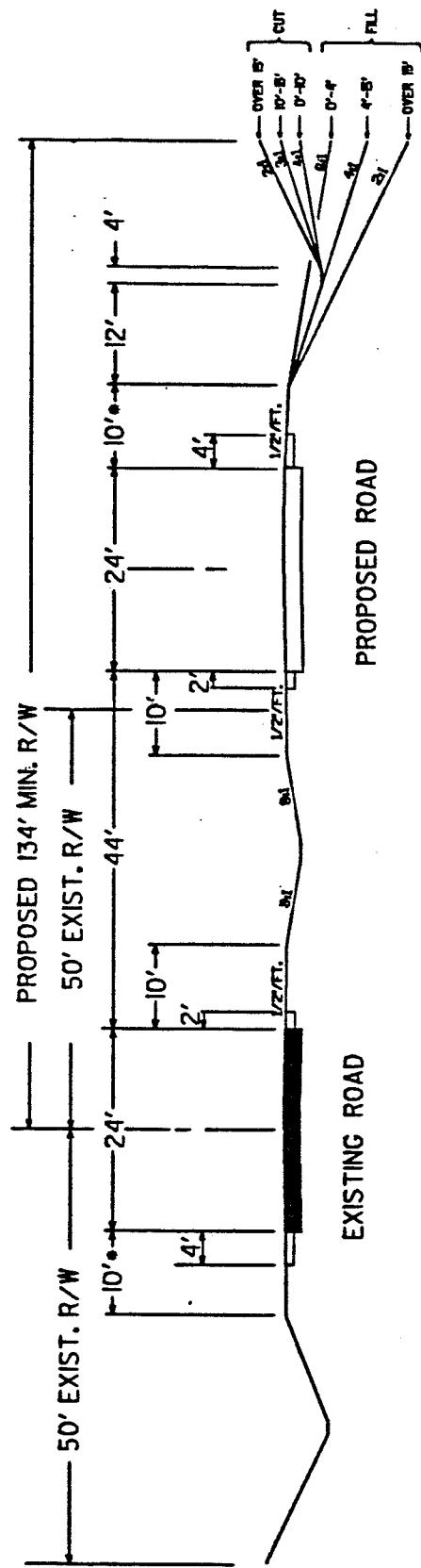
END PROJECT
FLF-540(26)

SCALE IN MILES

| |
|--------------------------------|
| DEPARTMENT OF TRANSPORTATION |
| STATE OF GEORGIA |
| OFFICE OF ENVIRONMENT/LOCATION |
| ATLANTA, GEORGIA |
| 24 S.R. IMPROVEMENTS |
| SEE GRAPHIC |
| SCALE |
| date: JUL, 1992 |
| county: BALDWIN-WA |
| GTON COS. |



TYPICAL CROSS SECTION WIDEN ALONG THE EXISTING ROADWAY EDS-540(26) BALDWIN-WASHINGTON COUNTIES P.I.# 222280



TYPICAL CROSS SECTION

WIDEN ALONG THE EXISTING ROADWAY

FLF-540(26) BALDWIN-WASHINGTON COUNTIES

P.I.# 222280

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(26), Baldwin/Washington Cos. OFFICE Environment/Location
P.I. No. 222280
DATE August 31, 1992
FROM *Anthony Robinson*
Anthony Robinson, T.E. I
TO Distribution

SUBJECT Team Meeting Minutes

Date: August 27, 1992
Time: 1:45 p.m.
Place: Office of Environment/Location Conference Room

Attendance: Dick Wohlwend - Georgia Power; Marie Piper - Southern Bell; Rudy Hok - GTE-South; David Griffith - Tennesse District; Ray Metts - Road Design; Ken Estes - Traffic & Safety; Tim Klob - Planning; Terry Rodgers - Preconstruction; John Richards - Engineering Management; Tom Queen - Environment; Jerry Hobbs, Ken Thompson, Gerald Welsh and Anthony Robinson - Environment/Location.

Project FLF-540(26) Baldwin/Washington Counties is proposed to improve S.R. 24 as part of the Fall Line Freeway from C.R. 186 in Baldwin County to S.R. 68 in Washington County. S.R. 24 is planned to be widened to 4 lanes with a 44 foot grassed median. From the beginning of the project to C.R. 342, the proposed widening would be on the north side of the existing pavement. At that point, widening would transition to the south and continue to C.R. 291 where the widening would shift back to the north to approximately 2800 feet west of C.R. 289. From that point to approximately 2000 feet east of C.R. 6, S.R. 24 is proposed to be relocated & realigned to improve the existing vertical alignment. From 2000 feet east of C.R. 6 to 3500 feet west of C.R. 5, the proposed improvements would be north of the existing roadway. At that point, the proposed lanes shifts to the south side and continues east to tie into the existing four lane section, 1200 feet west of S.R. 68. The total length of the project is approximately 16 miles. A 55 mph speed design is proposed and access will be by permit. Projected traffic for (1996) is 4650 AADT and for (2016) is 7550 AADT.

Comments:

Planning - How soon will Need and Purpose be needed ? Reply - Within 2 weeks, so Concept Report can be circulated.

Design - Look at S.R. 272/S.R.24 interesection alignment to see if it can be improved.

(Cont'd)

Con. Team Mtg. Minutes
FLF-540(26), Baldwin/Washington Cos.
August 31, 1992
Page 2

Traffic & Safety - No comments.

District 2/Tennille - No comments. Location requested U.S.T./Hazardous Waste survey and a preliminary Utilities Cost estimate.

Preconstruction - Wanted to know why bridges at Buffalo Creek & Buffalo Creek Tributary are recommended for replacement.
Reply - Bridge Reports show that the bridges at the above creeks have substandard deck widths and a sufficiency rating of 48.7 ; therefore , they are recommended to be replaced.

Environmental - EA document with 4F, history and wetlands are the biggest problem.

Engineering Management - The corridor will be reflowed during next mapping season.

GTE - Stated that he needed to know the projected let date so money can be budgeted for the project. Scheduled let date according to Programming is F.Y.1995.

DES/AR

Distribution: Wayne Hutto
Ronald Collins/ Attn: Warren Bailey
Frank Golder
George Boulineau
Roland Hinners
Paul Liles
Ronald Colvin
Robert Humphrey
Dudley Ellis
Don Welch
Toni Dunagan
Jim Schell
Wink Kirk
Edwin Thompson/ Tennille

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P. I. NO: 222280

DATE: 09-16-1992

PROJECT NO: FLF-540(26)

PROJECT NAME: SR 24 IMPROVEMENTS

COUNTY: BALDWIN/WASHINGTON

PROJECT DESCRIPTION: CREST VERTICAL RECONSTRUCTION AND GRADE CHANGES
ALONG THE PROPOSED PROJECT LIMITS.

PROJECT LENGTH: 16.300 MILES

SECTION LENGTH: 4.300 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 184 ft

EXISTING ROADWAY (If Applicable): SR 24

TRAFFIC:

INITIAL DESIGN YEAR: 1996

DAILY VOLUME (AADT): 5,400

FINAL DESIGN YEAR: 2016

DAILY VOLUME (AADT): 9,700

() FEASIBILITY STUDY (X) PRE-PROGRAMMING PROCESS () PROGRAMMING PROCESS

COMMENTS: THIS SECTION IS ESTIMATED AS A NEW LOCATION TYPICAL SECTION.

PREPARED BY: ROBINSON

PROJECT COSTS

A. RIGHT-OF-WAY

| | | |
|----------------------------------|----|---|
| 1. PROPERTY (Land and Easements) | \$ | 0 |
| 2. DISPLACEMENTS | \$ | 0 |
| 3. OTHER COST | \$ | 0 |

SUBTOTAL \$ 0

B. REIMBURSABLE UTILITIES

| | | |
|-----------------------|----|---|
| 1. RAILROAD | \$ | 0 |
| 2. TRANSMISSION LINES | \$ | 0 |
| 3. SERVICES | \$ | 0 |

SUBTOTAL \$ 0

C. MAJOR STRUCTURES

| | | |
|----------|----|---|
| 1. WALLS | \$ | 0 |
|----------|----|---|

| | | |
|---------------------------|----|---|
| 2. BRIDGE STREAM CROSSING | \$ | 0 |
|---------------------------|----|---|

| | | |
|--------------------------|----|------------------------|
| 3. BRIDGE OVER/UNDERPASS | \$ | 3,300,000 0 |
|--------------------------|----|------------------------|

| | | |
|----------------------------|----|---------|
| 4. BOX CULVERTS | \$ | 100,000 |
| DOUBLE 6' X 6' BOX CULVERT | | |

SUBTOTAL \$ ~~100,000~~ ✓

~~3,400,000~~

D. GRADING AND DRAINAGE

1. EARTHWORK

| | | |
|---------------------------------|----|---------|
| a. UNCLASSIFIED EXCAVATION SOIL | \$ | 439,000 |
| 307,000 CY @ \$1.43 | | |
| b. UNCLASSIFIED EXCAVATION ROCK | \$ | 0 |
| 0 CY @ \$4.00 | | |
| c. BORROW EXCAVATION | \$ | 0 |
| 0 CY @ \$3.00 | | |

2. DRAINAGE

| | | |
|--|----|---------|
| a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) | \$ | 353,000 |
| 4.300 MILES @ \$82,080 | | |
| b. CURB AND GUTTER | \$ | 0 |
| 0 LF @ \$8.22 | | |

SUBTOTAL \$ 792,000

PROJECT COSTS

con't.

E. BASE AND PAVING

| | |
|------------------------------|--------------|
| 1. GRADED AGGREGATE BASE | \$ 1,124,000 |
| 12.00" -- 98,081 T @ \$11.46 | |
| 2. ASPHALT PAVING | |
| a. ASPHALTIC CONCRETE "E" | \$ 421,000 |
| 1.50" -- 13,055 T @ \$32.22 | |
| b. ASPHALTIC CONCRETE "B" | \$ 524,000 |
| 2.00" -- 17,406 T @ \$30.09 | |
| c. ASPHALTIC CONCRETE BASE | \$ 609,000 |
| 3.00" -- 20,888 T @ \$29.14 | |
| d. BITUMINOUS TACK COAT | \$ 9,000 |
| 11,525 G @ \$0.81 | |
| 3. CONCRETE PAVING | \$ 25,000 |
| 4. OTHER PAVING | \$ 296,000 |

SUBTOTAL \$ 3,008,000

F. LUMP ITEMS

| | |
|----------------------------------|------------|
| 1. TRAFFIC CONTROL | \$ 30,000 |
| 2. CLEARING AND GRUBBING | \$ 451,000 |
| 96 ACRES @ \$4,700 | |
| 3. LANDSCAPING | \$ 219,000 |
| 4.300 MILES @ \$51,000 | |
| 4. EROSION CONTROL | \$ 206,000 |
| 4.300 MILES @ \$48,000 | |
| 5. DETOURS (INCL. TEMP. BRIDGES) | \$ 0 |

SUBTOTAL \$ 906,000

G. MISCELLANEOUS

| | |
|--------------------------------------|------------|
| 1. SIGNING/STRIPING | \$ 159,000 |
| 4.300 MILES @ \$37,000 | |
| 2. GUARDRAIL | \$ 0 |
| 0 LF @ \$9.00 + 0 Anchors @ \$700.96 | |
| 3. OTHER | \$ 693,000 |
| 4.300 MILES @ \$161,100 | |

SUBTOTAL \$ 852,000

H. SPECIAL FEATURES

\$ 0

ESTIMATE SUMMARYSECTION COST
(per mile)

| | | | |
|----------------------------------|---|----|---|
| A. RIGHT-OF-WAY.....\$ | 0 | \$ | 0 |
| B. REIMBURSABLE UTILITIES.....\$ | 0 | \$ | 0 |

CONSTRUCTION COST SUMMARY

| | | | |
|--------------------------------------|-----------|----|-----------|
| C. MAJOR STRUCTURES.....\$ | 100,000 | | |
| D. GRADING AND DRAINAGE.....\$ | 792,000 | | |
| E. BASE AND PAVING.....\$ | 3,008,000 | | |
| F. LUMP ITEMS.....\$ | 906,000 | | |
| G. MISCELLANEOUS.....\$ | 852,000 | | |
| H. SPECIAL FEATURES.....\$ | 0 | | |
| SUBTOTAL CONSTRUCTION COST.....\$ | 5,658,000 | \$ | 1,316,000 |
| E. & C. (10%).....\$ | 566,000 | | |
| INFLATION...2 yr(s) @ 5% per year \$ | 638,000 | | |
| TOTAL CONSTRUCTION COST.....\$ | 6,862,000 | \$ | 1,596,000 |
| <hr/> | | | |
| GRAND TOTAL CONSTRUCTION COST \$ | 6,862,000 | \$ | 1,596,000 |

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 222280

DATE: 09-15-1992

PROJECT NO: FLF-540(26)

PROJECT NAME: SR 24 IMPROVEMENTS

COUNTY: BALDWIN/WASHINGTON

PROJECT DESCRIPTION: WIDENING AND RETAINING THE EXISTING ROADWAY FROM CR 186 TO SR 68 WEST OF SANDERSVILLE.

PROJECT LENGTH: 16.500 MILES

SECTION LENGTH: 12.190 MILES

TYPICAL SECTION:

RURAL WIDENING-2 TO 4 LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 184 ft

EXISTING ROADWAY (If Applicable): SR 24

TRAFFIC:

INITIAL DESIGN YEAR: 1996

DAILY VOLUME (AADT): 5,400

FINAL DESIGN YEAR: 2016

DAILY VOLUME (AADT): 9,700

() FEASIBILITY STUDY (X) PRE-PROGRAMMING PROCESS () PROGRAMMING PROCESS

COMMENTS: NONE

PREPARED BY: ROBINSON

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)
2. DISPLACEMENTS
3. OTHER COST

\$ 0
\$ 0
\$ 0

SUBTOTAL \$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD
2. TRANSMISSION LINES
3. SERVICES

\$ 0
\$ 0
\$ 0

SUBTOTAL \$ 0

C. MAJOR STRUCTURES

1. WALLS

\$ 0

2. BRIDGE STREAM CROSSING *+ Bluff*
TOWN, GUMM, BIG, BUFFALO CREEKS, BUFFALO CREEK TRIB.

\$ 2,962,867

3. BRIDGE OVER/UNDERPASS

\$ 0

4. BOX CULVERTS
DOUBLE 6' X 3' BOX CULVERT.

\$ 50,000

SUBTOTAL \$ 3,013,000

D. GRADING AND DRAINAGE

1. EARTHWORK

- a. UNCLASSIFIED EXCAVATION SOIL

\$ 674,000

488,000 CY @ \$1.38

- b. UNCLASSIFIED EXCAVATION ROCK

\$ 0

0 CY @ \$4.00

- c. BORROW EXCAVATION

\$ 0

0 CY @ \$3.00

2. DRAINAGE

- a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES &
LONGITUDINAL SYSTEM)

\$ 487,000

12.190 MILES @ \$39,960

- b. CURB AND GUTTER

\$ 0

0 LF @ \$7.68

SUBTOTAL \$ 1,161,000

ESTIMATE SUMMARY

| | | | SECTION COST (per mile) |
|--------------------------------|----|---|----------------------------|
| A. RIGHT-OF-WAY..... | \$ | 0 | \$ 0 |
| B. REIMBURSABLE UTILITIES..... | \$ | 0 | \$ 0 |

CONSTRUCTION COST SUMMARY

| | | | |
|-----------------------------------|----|------------------|--------------|
| C. MAJOR STRUCTURES..... | \$ | 3,013,000 | |
| D. GRADING AND DRAINAGE..... | \$ | 1,161,000 | |
| E. BASE AND PAVING..... | \$ | 5,777,000 | |
| F. LUMP ITEMS..... | \$ | 1,918,000 | |
| G. MISCELLANEOUS..... | \$ | 954,000 | |
| H. SPECIAL FEATURES..... | \$ | <u>0</u> | |
| | | | |
| SUBTOTAL CONSTRUCTION COST..... | \$ | 12,823,000 | \$ 1,052,000 |
| E. & C. (10%)..... | \$ | 1,282,000 | |
| | | | |
| INFLATION...2 yr(s) @ 5% per year | \$ | <u>1,446,000</u> | |
| | | | |
| TOTAL CONSTRUCTION COST..... | \$ | 15,551,000 | \$ 1,276,000 |
| | | | |
| GRAND TOTAL CONSTRUCTION COST | \$ | 15,551,000 | \$ 1,276,000 |

RURAL WIDENING-2 TO 4 LANES WITH 44' DIV MEDIAN (48' PAV'T)